

# ORDER EQUALIZING FREIGHT RATES IN WEST SUSTAINED

## WEATHER

Mostly fair and cold.  
Not much change in temperature.  
High temp. yesterday -21; lowest this morning -11. Barometer 30 A.M. 27.5 steady.

# Edmonton Bulletin

2 CENTS  
ONLY  
PAY NO MORE

Founded in 1890 by Hon. Frank Oliver

VOL. XVI., No. 39

EDMONTON, ALBERTA.—Alberta's Oldest Newspaper —TUESDAY, JANUARY 19, 1926.

SUN RISES Wednesday 8:30, sets 5:00 HOME EDITION

# YOUNG FARMER SHOT: POLICE HOLD NEIGHBOR

## COL. CORNWALL THINKS BEAMAN ALSO IS DEAD

Nichol and His Companion Probably Victims of Scury

PLENTY OF FOOD FOUND IN CABIN

Veteran Northman Says Men Living on "Inside" Take Chances on Diet

"No doubt exists in my mind that Lawrence Beaman perished in the far north at the same time as his companion, Jack Nichol," said Col. J. K. Cornwall on Monday in discussing the news of the tragedy near Fort Norman.

The veteran northman states that Herbert Hodgeson, who found Nichol and Beaman in their snow-bound cabin in the north, and that there had been any trace of heat when he would have discovered it.

"Nichol was a man like Hodgeson," Colonel Cornwall said. "He was a hardy, strong, open book to those real fur country residents, and he was a good man."

Mr. Nichol supplied.

The fact that the dead man had been found in a condition that perhaps death was due to scurvy, rather than lack of food, may be the reason why there were very little care of them: they live on a strength of fat and water, and when one has a cooking pot of boiled beans will be satisfied with a meal for a month.

The take chances that people living on the "inside" will not have. My opinion is that Nichol and Beaman's deaths may be traced to something connected with diet."

**ISABEL BROWN FOUND, RETURNED TO HOME**

Isabel Brown, the 16-year-old girl whose sudden disappearance from Victoria last summer was a source of worry to her friends, has been located at Banff, where she is now working for the Alberta provincial police, whose services she sought in a recent report that she had been taken home by an uncle.

**TO LEAVE FOR WINNIPEG**

The University Girls' Basketball team has been invited to go to play for the Cecil E. Race trophy.

DEVONSHIRE TOWN IS BETWEEN DEVIL AND THE DEEP BLUE SEA

**Special Bulletin Cable**  
OTTAWA, Jan. 19.—The Devonshire town is between the sea and the devil, and bankrupts are so great that it is necessary to pay the expenses of the sea wall which would mean a tax of \$10 a head for every man, woman and child, and nothing made to the national government.

**FARMILO HEAD OF TRADES AND LABOR COUNCIL**

**New Executive Elected—Compensation Changes To Be Discussed**

**A. FARMILO HEAD OF TRADES AND LABOR COUNCIL**

**Farmino will lead the Edmonton Trades and Labor Council in the current year.**

He was elected president of the association at yesterday's meeting. L. Thompson was appointed first vice-president, while J. McKeown was elected re-elected secretary.

The board of trustees will include C. H. McKeown, Robert McCreath and A. Rankin was elected sergeant-at-arms.

Two delegates were also elected to the Central Council of the Canadian Trades and Labor Councils.

Voting was by the proportional representation system, and after Labor Smith was re-elected as returning officer.

Proposed amendments to the Compensation Act will be discussed at a general meeting of the Trades and Labor Council and the executive committee of the Brotherhood of Teamsters to be held on Friday evening at Labor Hall, Sunnyside.

Other executive of the Alberta Federation of Labor.

Discussions will precede during the election and the meeting was attended by 32 delegates.

**PROBE INTO FATAL REAR-END SMASH ON BRIDGE IS STARTED**

**Underway in Bulletin**

**SAFETY WORDS** Jan. 19.—Four official investigations were underway yesterday to fix responsibility for the rear-end smash on the bridge over the Williamsburg bridge Monday, which resulted in the death of 100 passengers. Twenty-five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.

Under the original order the railroads were ordered to put into effect the Cross' No. 100 on grain and flour rates.

The order was issued by the injury of 100 other passengers. Twenty-

five were killed in the crash, while 75 others were injured.





## Edmonton Bulletin

Alberta's Oldest Newspaper

**PUBLISHED EVERY DAY EXCEPT SUNDAY, BY THE ALBERTA FREE PRESS LIMITED, AT THE BULLETIN BUILDING, 8611-8615 Jasper Avenue, East, Edmonton, Alberta, Canada.**

**CHARLES E. CAMPBELL, Publisher**

**Subscription Rates**

Delivered by Canadian Post Office, \$1.00 per Month  
BY MAIL IN CANADA  
One Month, payable in advance ..... \$1.00  
Six months, payable in advance ..... \$5.00  
One Year, payable in advance ..... \$10.00

**BILL MAIL OUTSIDE CANADA**

One month, payable in advance ..... \$1.00  
Six months, payable in advance ..... \$5.00  
One year, payable in advance ..... \$10.00

If it will help Alberta  
the Bulletin is for it.

TUESDAY, JANUARY 19, 1926

**BANKER FORESEES IMPROVEMENT**

The annual meeting of the shareholders of the Canadian Bank of Commerce was held in Toronto on Tuesday of last week. In submitting the bank statement, Sir John Aird, president and general manager, said that during the year the assets had grown from \$1,250,000,000 to \$1,350,000,000, a moderate gain over those of the preceding year. This sum was sufficient to provide for the usual dividends and a bonus of one per cent., after making appropriations for taxes and other fixed charges, and to leave a balance of \$1,234,574 to be carried forward to the following year. Of the total, assets valued at \$202,903,763 are in ready available form.

Sir John intimated that the year had been rather uneven from the banking standpoint, due to a change in business conditions which had resulted in a decline in the demand for bank loans. He dealt at some length with the present business situation, and expressed confidence that the improvement now notable in most parts of the country would be continued, due mainly to the good prices being received for the farm crops and the steady increase in the volume of business attending the estimate that there is now in the country and available for business use \$125,000,000 more than is commonly in hand at this time of the year. In the better times thus forecasted, the traditionally careful and conservative members of the Board of Directors will doubtless gain from a full share of the benefits accruing to the banking institutions, as it will also take its full share of the task of financing the operations of the year, public and private.

**WHY NOT A FEW SLIDES?**

Edmonton is spread along both banks of a river valley a hundred and fifty feet deep. The slopes are fairly steep, and continuous from one end of town to the other. Obviously, coasting ought to be one of the chief winter pastimes in this city. Few other places in Canada have been so amply provided with such facilities for coasting and skating. In most cities artificial "hills" have to be constructed of lumber, and regularly coated them with snow, even taking the precaution that the fall is seldom heavy enough to need clearing after each fall of snow.

Yet coasting is a "no-no" in Edmonton. There is only one recognized toboggan slide in the city. Even the small boy is hard put to it to find a hill where he can coast down on his sled without danger of running into an auto or getting run over by the police. An old boy who has been to the coasting slides in other cities claims that they have to be constructed of lumber, and regularly coated them with snow, even taking the precaution that the fall is seldom heavy enough to need clearing after each fall of snow.

Yet coasting is a "no-no" in Edmonton. Still, with about fifteen miles of river slopes inside the city limits, it ought to be possible to set aside a few hills on either bank where the youth of the city could disport itself with its sled, and the older ones indulge in bobbing and tobogganing, without interfering with traffic or being interfered with by the authorities.

**THE DESERTERS**

Mr. Lucas, Progressive member for Camrose, and Mr. Boutilier, Progressive member for Vegreville, were two of the five Progressives who voted to turn the moderate tariff bill of Government and replace it by a high tariff movement headed by Mr. Meighen. Some of the obscure details of talk of Parliamentary procedure, and the clouds of talk with which they sought to justify their conduct to their constituents, that is what the Progressive "bolters" tried to do.

A Meighen Government established with the help of Progressive members of Parliament would be the kind of a Government as though it came into power backed by a solid majority of Conservatives. The five Progressives who bolted the low tariff camp and sought to put Mr. Meighen in power may have had the idea that they were doing a good thing, but there they were laboring under a large delusion.

Once in office Mr. Meighen would be bound by inclination and by the instinct of self-preservation to put into effect the high tariff policy on which he and his supporters were elected last October. The Progressives who bolted the low tariff camp would throw the blame by calling a general election; and nobody should know better than themselves what they might expect at the hands of the electors after having saddled them with the double burden of a high tariff and the cost of their election.

Had these gentlemen succeeded in what they tried to do, they would have been tied to Mr. Meighen's chariot wheels, and could either continue to push the cart or go back to their constituents and try to explain why they made by their double-dealing, a latter-day "no-no," an event to do. It is no fault of theirs that their electors are not in line to be penalized by a Haman's gallows tariff. Was it to impose that penalty upon them that the electors sent these gentlemen to Ottawa?

## OUR DAILY POEM

By EDGAR A. GUEST

**WHAT COUNTS**  
When you're done your little boasting and you've had your last roar.  
When you've taken all of your possessions to the stranger at your side.  
Don't you sometimes get the notion that life's real and lasting joys  
After all are not connected with the cheering and the noise?

When you've tasted all the sweet things which the cup of life can give,  
And you've reached the goal you've fought for, you will wake up in the morning, very happy in your family.  
But this world and these about you will be very much the same.

Once you chatted with your neighbor, shared his sorrows and his joys.  
Must you spur his genial friendship, now that wealth has come your way?

Is your love of man or woman not a worth-while thing keep?  
Is there anything in riches that can make such treasures cheap?

There is nothing more important than a friendly word or smile.  
Though men boast of their achievements, to be loved is the greatest of all rewards.  
For the name of place is hollow, when the noise and clamor ends.

And men find their victory worthless if they haven't kept their friends.

## Do You Remember?

### FORTY YEARS AGO

From the Edmonton Bulletin, Saturday, January 6th, 1886.

F. E. Shaw and C. Sanderson arrived from Grassy, Thursday with freight.

Chief Factor Hardisty, Dr. Tulloch and W. L. Wood left for Lac La Biche on Tuesday and turned back Wednesday to take up residence.

The total length of the telegraph line to Ft. Saskatchewan will be 23 miles if the road allowances are followed.

The owner of the buffalo robe advertised in the paper has sold it to a Mr. Johnson. On finding owners the Buffalo is a dead shot, but it is by no means as certain in finding a buyer.

The North West Council delegation to Ottawa will cost the Territories \$900. It will be a poor season indeed if the delegates cannot secure that much money's worth in fancy promises in return for the money.

Mr. Cannon gave two instances when a dead horse was found in the

H. B. Co. land department has signified willingness to dispose of six acres of land on the Edmonton site near Drunken Lake for \$10 per acre.

Now it has been received that the following appointments have been made in this vicinity: R. Hardisty, J. A. McDougall, and P. McCauley, Edmonton; J. Turner, Clover Bar; Chas. Meek, Battle River; H. S. Young, Lac La Biche.

### THIRTY YEARS AGO

From the Edmonton Bulletin, Thursday, January 6th, 1896.

K. Kiel is erecting a stable on his property on 5th Street, river lot 12.

John Cameron returned last week from a trip to Winnipeg.

A Bremer and family of Clover Bar left last week for Scotland.

Jas. McKernan will commence sawing south of Stony Plain in a few days.

Jas. W. Bain M.P., for Soudlange, Alex. McEwan, for Hamilton, and A. M. Boyle, M.P., for Monkton, have received appointments to the Senate. They will be sworn in shortly, getting in out of the wet. By the way, while awaiting the appointment of W. D. Davis, M.P., for Alberta, to the gold commissionership in the Yukon.

W. B. Stenett is confined to his house with illness.

The municipal elections on Monday 20th ballots were cast.

The coldest snap of the season occurred on Tuesday night—46 below, with perfect calm. It was cold—and we felt it.

E. Astley has purchased the stable formerly owned by G. H. Hartley.

The play between the boozey teams of the Thistles and the Edmonton and the Shamrocks on South Edmonton, which was announced for Wednesday afternoon, was postponed on account of the cold.

### TWENTY YEARS AGO

From the Edmonton Bulletin, Friday, January 19th, 1906.

In a close and exciting game last night in the Thistle tank the Thistles defeated the Shamrocks and are now in possession of the Peterson cup.

The celebration of the anniversary of their business existence in Edmonton had begun with a banquet to their employees at the Ross's Hotel, at which there were present the entire staff, to the number of fifty. Following is the toast list and program:

The King, Ross' Hotel, Limited, coupled with the King. Ross' Hotel, Limited, with the toast of Messrs. F. Ross, James Ross, J. C. Dowsett and J. R. Harper.

Instrumental duet; McKnight and Baldwin. Our Dominion; Geo. Hay and R. Scott.

Song; H. Sturtevant.

The Harp; Steadbury.

D. Jackson.

The plumbers; E. A. Kemp, E. Hueston and D. Jackson.

Song; Mr. Perfect.

The timbers; H. McLeennan and W. Hope.

Song; L. Jackson.

The ladies; A. West and D. Thomson.

### TEN YEARS AGO

From the Morning Bulletin, Friday.

Ottawa—Sir Wilfrid Laurier urged the Government to practice economy, as greater sacrifice would have to be made to win the war.

London—The government conducted an independent and impartial investigation into the reports of German atrocities in Belgium.

London—Wild scenes occurred last night in a Quaker meeting house, in which Canadian soldiers participated.

## A Hungry Westerner



Mr. Progressive: "I don't care a hoot where I eat, I just want what I want when I want it."

## DR. FRANK CRANE'S EDITORIAL

### RESOLUTIONS

THE only resolution that is of any account, said a philosopher, is one which contains something that must be done now.

A resolution never passes over from the sphere of vain wishing to actual practice unless it contains something to be done immediately.

It is not by this, however, that a resolution that contains something to be done when an emergency arises is of no value. It must contain something to be done in an emergency which has already risen, something which can be translated into action.

A resolution that is made an actual deed has a double power.

Now it has been observed that the following appointments have been made in this vicinity: R. Hardisty, J. A. McDougall, and P. McCauley, Edmonton; J. Turner, Clover Bar; Chas. Meek, Battle River; H. S. Young, Lac La Biche.

The firmest rock upon which character stands is the rock that is composed of deeds that you have done, not resolutions that you have made.

It is better to do a thing every day without a resolution than to make a resolution every day.

It must be remembered that a broken resolution is a source of weakness. It undermines our self-respect and opens the door for further error.

But a good resolution that is kept is a source of strength.

Copyright, 1926, by The McClure Newspaper Syndicate.

### UNCOMMON SENSE

—By JOHN BLAKE—

THE BULL FROG THINKS IT IS IMPORTANT

Dignity may be an admirable quality, but it is often a dangerous

In his desire to be dignified, rats and mice are often the ordinary pests.

When he becomes importunate, however, most of his usefulness is gone.

He comes into the house, and among many other pests, he is quite a scourge of the house.

It is instant he loses all of his dignity, and when he is lost, he looks like a fool.

He is a real pest, real importance—is well worth retaining. It means that he is a valuable asset to the house, and that they value him for it.

Even if he does not stand with his arms folded and look down on them,

he is still a pest, still importunate.

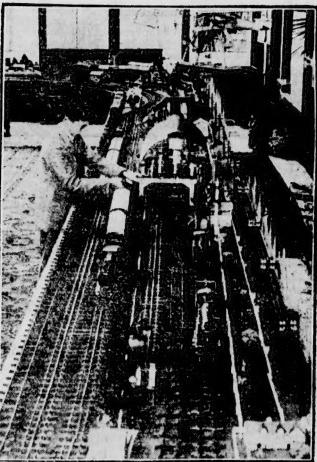
He is a pest, still importunate, still importunate.

&lt;p

# Gotham Families Unite Wealth and Name; Modest Effect for Debts



TWO OF NEW YORK'S OLDEST FAMILIES UNITED—Two of the families identified with the making and history of Gotham for a century or more were united last week by the wedding of Miss Consuelo Vanderbilt, daughter of Mr. and Mrs. William K. Vanderbilt, and Earl E. T. Smith, son of Sydney J. Smith and Mrs. C. Whitney Carpenter, Jr., in the home of the bride's mother, at 666 Fifth Avenue, New York City. The above photo shows the bride and groom as they appeared at the wedding.



COMPLETE MODEL RAILWAY IN ENGLISH COUNTRY HOUSE—for the entertainment of his grandsons, Sir Edward Nicholl, former M.P. for Falmouth, has assembled this miniature system in a large room at Littleton Park, near Shepperton. There are 550 feet of rails, five lines, seven fine model engines and numerous stations, bridges, etc.



REMARKABLE SNAP OF A CROPPER—"Wandoo" turning a complete somersault at the last fence in the Kent Steeplechase in England after having led the field to this point. The jockey, L. B. Rees, suffered a broken thigh in the mishap.



CAPITOL DEBUTANTES WRAP KNEES—The "Henderson Scarf," an invention of Mrs. Leslie George Barnett (above), widow of Gen. George Barnet, former commandant of marines, has been adopted by many Washington deb. It came into existence as the result of the criticism of society girls who smoke and wear knee-length skirts, recently voiced by Mrs. Henderson, wealthy Washington matron.



RUMORED FUTURE QUEEN IN DOMESTIC POSE—On the right in the above photo is shown Princess Astrid of Sweden, with her sister, Princess Martha (left). It was taken when they were students in a domestic economy school in Stockholm. They were both given a practical education.



ASSUMES PRIMACY—The Rt. Rev. John Gardner Murray (right), who recently assumed the primacy of the Protestant Episcopal Church in America, photographed with Bishop Gardiner of Philadelphia at Holy Trinity Church in Philadelphia, where the new Episcopal church head speaks New Year's Day.



CRACK ATHLETE ARRIVES—Charles Hoff (above), of Norway, one of the greatest track and field athletes in Europe, who will compete in America. Making his debut in the international relay race at New York on February 4, he will be partnered by Houben, crack German sprinter, Paulsen, of Holland, and a Canadian runner.



ICE SCULPTURE IN QUEBEC—Above photo shows an archery, one of the many odd designs fashioned by artists from solid ice in the picturesque city. Many stores and other concerns have them made for display. On days when the sun is strong they are covered with wooden screens.

SOUTH AFRICAN STUDENTS IN LONDON—A party of 150 men and women students from the universities of South Africa arrived in London last week. They are to visit all the European university towns. Above is shown a typical group of girls in the party.



—C.P.R. Photo





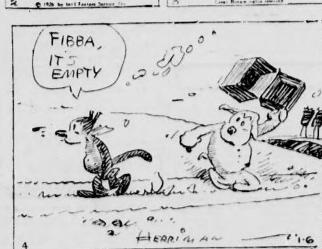


**FREDDIE THE SHEIK**

Where Friendship Ceases

**KRAZIE KAT**

Just Full of Fun

**EMBARRASSING MOMENTS****THE GUMPS**

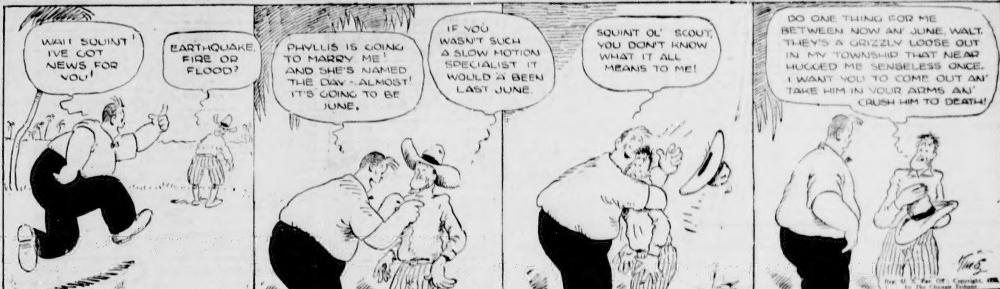
Ask Andy—He Knows



—By Sidney Smith

**GASOLINE ALLEY**

## A Pre-Nuptial Arrangement



—By King

**THE NEBBS**

## Just Ambrose



—By Sol Hesse

**BOOTS AND HER BUDDIES**

## Now Cora Knows



—By Martin

**FRECKLES AND HIS FRIENDS**

## How Could They, Willie?



—By Blosset

**BOUND TO WIN**

## The First Victory



—By Edwin Albee





